



Massachusetts Port Authority
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October 31, 2022

Secretary Bethany A. Card
Secretary of Energy and Environmental Affairs
Executive Office of Energy and Environmental Affairs (EEA)
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston MA 02114A

Re: **Proposed Scope 2022 L. G. Hanscom Field Environmental Status & Planning Report**
Bedford, MA, EEA Number: 5484/8696

Dear Secretary Card and Director Kim:

The Massachusetts Port Authority (Massport) is pleased to submit for your review this Proposed Scope for the *2022 L. G. Hanscom Field Environmental Status & Planning Report* (ESPR), the next filing in an ongoing review and evaluation of current and potential future operating and environmental conditions at L.G. Hanscom Field. The Proposed Scope is being submitted in accordance with the provisions of the Massachusetts Environmental Policy Act (MEPA), G.L. Chapter 30, Sections 62-62H and its regulations, 301 Code of Massachusetts Regulations (CMR) 11.00. The Proposed Scope responds to the Secretary's July 18, 2019 Certificate on the 2017 ESPR.

Massport is requesting a 30-day comment period to accommodate community review with the close of comments on December 9, 2022. A virtual public MEPA Scoping Session, is scheduled for 6:00 PM on Monday November 28, 2022 via Zoom (<https://massport.zoom.us/j/89201539311>). Massport will also be available to participate in additional community meetings within the public comment period to discuss the scope, as needed.

Brad Washburn will serve as the ESPR Project Manager. Brad, I and members of Massport's staff are available to discuss the ESPR and attached proposed scope with you or your staff if needed. Please contact Brad at 617-568-3546 or me at 617-568-3524 with any questions or comments.

Sincerely,

Massachusetts Port Authority

Stewart Dalzell, Deputy Director
Environmental Planning and Permitting

Attachments

Cc: S. Williams, A. Goodspeed, B. Washburn, M. Vatalaro/Massport



PROPOSED SCOPE

2022 L. G. Hanscom Field Environmental Status & Planning Report (ESPR)

October 31, 2022

PROJECT NAME:	2022 Hanscom Field Environmental Status & Planning Report
PROJECT LOCATION:	Bedford, Massachusetts
EEA NUMBER:	5484/8696
PROJECT PROPONENT:	Massachusetts Port Authority

The Massachusetts Port Authority (Massport or Authority) is committed to a multi-modal, multi-airport, regional transportation program that will satisfy current and future regional aviation demand. A key component of that program is the use of regional airports to complement Boston Logan International Airport (Logan). L.G. Hanscom Field (Hanscom Field), which is located in the four towns of Bedford, Concord, Lincoln, and Lexington, is New England’s premier general aviation (GA) airport. As a reliever to Logan, Hanscom Field provides airside relief by annually serving approximately 125,000 GA operations. Hanscom Field handles over six times more GA operations than occur at Logan and supports niche commercial service. This role for Hanscom Field was first established in the Master Plan for the airport in 1978, clarified in the 1980 Noise Rules, restated in the 1995 Generic Environmental Impact Report (GEIR), and the 2000, 2005, 2012 and 2017 Environmental Status & Planning Reports (ESPR).

Hanscom Field’s Master Plan and Noise Rules

Massport has owned Hanscom Field since 1974. The airport is located approximately 20 miles northwest of Boston just outside Route 128/I-95 and is convenient to most of metropolitan Boston. The Federal Aviation Administration (FAA) identifies Hanscom Field as a Commercial Service - Nonprimary airport in its National Plan of Integrated Airport Systems (NPIAS). As such, its primary role in the national aviation system is to accommodate regional GA needs, which has included limited commercial/passenger and cargo service. This allows larger nearby airports to concentrate on large-scale commercial/passenger and cargo activity.

In 1978, Massport prepared the Hanscom Field Master Plan. The preparation of the Master Plan included a lengthy and comprehensive public process. In 1980, after additional public process, the Authority adopted the Hanscom Field Noise Rules, which were an outgrowth of the Master Plan. The Master Plan and the 1980 Noise Rules remain the primary framework for airport planning and operations today.

The variety of current aviation activities at Hanscom Field include private corporate aviation, recreational flying, pilot training, air charter, cargo, commuter service, air ambulance, and military flights. The Master Plan and the 1980 Noise Rules contemplate and provide for commercial airline service. In fact, the 1980 Noise Rules specifically restrict passenger aircraft to no more than 60 seats. Commercial airlines have operated periodically at Hanscom Field since the mid-1970s. Streamline was the most recent airline to provide scheduled commercial passenger services. Currently, there is no scheduled passenger service at Hanscom Field.

History and Purpose of Environmental Status and Planning Report

The Massachusetts Secretary of the Executive Office of Energy & Environmental Affairs (Secretary) has, since 1985, required that the Authority prepare an ESPR every five years to evaluate the cumulative effect of growth and change at Hanscom Field and provide data and analyses on noise, ground transportation, air quality, and water quality. Massport designed the original GEIR, the 1995 GEIR Update, the ensuing ESPRs, and the forthcoming 2022 ESPR to provide both a retrospective analysis of the environmental effects of Hanscom Field while including analyses of projected future conditions.

As a result, the ESPR is an effective planning tool from which the Authority's policy and program developments are derived. The 2022 ESPR will present an overview of the operational environment and planning status of Hanscom Field and will provide long-range projections of environmental conditions against which the effects of potential future individual projects can be compared. At Hanscom Field, most development is by third parties and therefore future scenarios represent estimates of what could occur (not necessarily what will occur) using certain planning assumptions. The 2022 ESPR will provide historical environmental information, current information, and a forecast of future environmental effects at Hanscom Field. The ESPR does not replace the requirement for filing an Environmental Notification Form (ENF) or other state and federal permit applications for a specific project if that project meets or exceeds a Massachusetts Environmental Policy Act (MEPA) or other environmental regulatory threshold.

Massport filed its 2017 ESPR with the Executive Office of Energy and Environmental Affairs (EEA) in May 2019. The 2017 ESPR contained an extensive discussion on air and ground transportation, cultural and historical resources, and detailed information on such technical issues as noise abatement, air quality, ground access, and water quality management. The MEPA Certificate issued by the Secretary on July 18, 2019, determined that the 2017 ESPR "adequately and properly complies with the Massachusetts Environmental Policy Act." The Secretary's Certificate requires that the major areas of analyses for the next ESPR include, but are not limited to, aviation planning, landside planning, ground access, noise, air quality, water quality, cultural and historical resources, sustainability, and airport mitigation. Additionally, the proposed Scope for the 2022 ESPR acknowledges the recent changes in the MEPA regulations over the past several years, particularly those focused on resiliency, cumulative impacts, and enhanced outreach to environmental justice populations.

Public Review and Participation

In developing this Proposed Scope, the Authority reviewed the MEPA Certificate for the 2017 ESPR. Per the proposed schedule, the Authority will convene the following:

- A public meeting to discuss the proposed MEPA scope which will be in addition to the MEPA scoping session
- Up to two technical workshops during the public review process for the ESPR which will be in addition to the MEPA hearing for the ESPR

Format of the 2022 ESPR

The 2022 ESPR will be a single document that follows the general format of the 2017 ESPR. Detailed ESPR technical studies will be summarized in a readable format to clearly illustrate the implications of recent trends, existing conditions, and potential future scenarios. The 2022 ESPR will build on the base information developed for the 2017 ESPR, presenting policy considerations and an overview of the airport's current and potential future role within the regional planning context, including a status report on the Authority's proposed planning initiatives and projects. The 2022 ESPR technical studies will include analyses of airport activity levels, noise, ground access, air quality, water quality, natural resources, cultural and historical resources, and sustainability. The chapters on ground transportation management, noise, air quality, and water quality will include the following sections:

- Discussion of analysis methodologies and assumptions
- Report of 2022 conditions in comparison to previous years
- Prediction of 2030 and 2040 conditions

Activity levels for the future years could occur earlier or later than the forecast, but the analysis years of 2030 and 2040 will provide useful parameters for the analytical framework for various activity levels.

Electronic versions and (limited) printed copies of the ESPR will be available for public review. The ESPR document will be posted on the Authority's web page. Supporting technical appendices will be provided as necessary. The following list describes the contents of the proposed ESPR sections.

I. Introduction

This section will generally introduce the ESPR and place it in its environmental and regulatory context. This section will:

- Summarize the evolution of the Hanscom Field environmental review process.
- Describe the analysis framework for the environmental reporting and technical studies to be conducted.
- Describe the organization of the 2022 Hanscom Field ESPR.
- Summarize the major sections of the ESPR, with supporting graphics and data tables.

II. Facilities and Infrastructure

This section will update information presented in the 2017 ESPR regarding the airfield and its supporting infrastructure and utility system, including:

- The use and storage of hazardous materials at Hanscom Field, including jet fuel use and spill prevention efforts
- The status of the Authority's tenant audit program
- The current status of the 21E sites at Hanscom Field

III. Airport Activity Levels

This chapter will report on airport activity levels for 2017 to 2022 and describe the new forecasts of aviation activity for 2030 and 2040. The ESPR will use forecasts to assist in developing fleet projections for each future analysis year.

The 2022 ESPR will describe historic airport activity levels. The ESPR uses specific analysis years to integrate airport activity levels with other areas of analysis, such as traffic projections. The ESPR will provide an update of activity levels at Hanscom Field according to the following:

- Report on aircraft fleet mix and on activity levels of GA, commuter, and military operations from 2017 to 2022
- Compare 2017 through 2022 activity levels to historic trends
- Compare actual 2022 activity levels to forecasted 2017 activity levels from the 2017 ESPR
- Report on current and future trends within the aviation industry

The ESPR will utilize forecasts developed for aviation activity for 2030 and 2040 based on recent trends at Hanscom Field with consideration of the role that the airport plays in the regional airport system. The ESPR will report actual changes in fleet mix and aircraft operations at Hanscom Field – both increases and decreases – and compare these data to the range of future activity levels and fleet mix defined by the moderate growth scenarios of the 2017 ESPR. Differences between actual and previously forecast activity levels will be explained and will be reflected in the underlying assumptions for the 2030 and 2040 forecasts. The forecasts will also include coordination with ongoing forecasting for Logan and Worcester.

- Prepare a 2030 growth scenario for activity levels and passenger forecasts.
- Prepare growth scenario for activity levels that will reflect changes in fleet mix and passenger forecasts for the year 2040, which is consistent with the Logan ESPR and other regional planning efforts.

The fleet mix of the growth scenarios will include GA, military, commuter service and some cargo activity consistent with the 1978 Master Plan and 1980 Noise Rules. The scenarios will be based on recent trends at the airport as well as regional and national aviation trends.

IV. Airport Planning

The Authority continues to assess planning strategies for operating an efficient airport in an environmentally sensitive manner. As owner and operator of Hanscom Field, the Authority also must accommodate and guide airport tenant development. This section will describe the status of planning initiatives and projects for the Terminal, airside, and landside areas. This section will also discuss the impacts of the Covid-19 pandemic on Hanscom Field activity levels and projects.

The Airport Planning chapter will include planning and development initiatives by the Minute Man National Historical Park, the Hanscom Air Force Base, and the four contiguous towns that affect Hanscom Field and are affected by Hanscom Field.

V. Regional Transportation Context

Hanscom Field is the premier GA facility serving Massachusetts and the New England region. The ESPR will describe the role of Hanscom Field in the region's transportation system, and will report on the Authority's efforts to strengthen the regional transportation system and on its cooperative efforts with other transportation agencies to promote an efficient regional aviation system with improved public/private transportation access. The ESPR will also describe Massport's system of three airports and efforts to appropriately utilize these facilities. This chapter will update the information provided in the 2017 ESPR with the most current information provided in the Logan Environmental Data Reports and ESPR in relation to Hanscom Field and will include the following:

- For 2022, an update on regional airport operations, passenger activity levels, and the status of plans and new improvements as provided by regional airport authorities as well as a report on recent rail service initiatives by others that could affect air passenger travel, including the North-South Station Rail Link, Acela Service, and bus service
- A discussion of the role that Logan International Airport plays in intercity travel choices
- Diversion opportunities from Logan Airport to alternative modes and to New England airports
- An update on the integration of New England regional airport facilities as a regional system
- A report on Hanscom Field's role in the NPIAS
- A report on the current status of any ground access improvements at Logan Airport and the four closest New England regional airports (T. F. Green Airport, Manchester Airport, Bradley International Airport, and Worcester Regional Airport) by state transportation agencies, including projected dates for completion of studies and/or construction and an analysis to quantify the effects of these measures upon projected passenger levels at each of the airports

In addition, the ESPR will report on the Authority's efforts to promote scheduled passenger service at Worcester Regional Airport and other airports, as well as other Authority involvement to promote the regional transportation system.

A summary of relevant regional and local highway studies and transit projects will be included.

VI. Ground Transportation

The 2022 ESPR will report on Ground Transportation conditions using the following indicators:

- Traffic, roadway and access analysis results
- Mode share data
- Alternative transportation modes, availability and use
- Parking demand and management information

The document will evaluate background growth in traffic within the Study Area attributed to Hanscom Field as compared to other area sources. The Study Area for the traffic analysis in the

2017 ESPR was bounded by Route 2A, Old Bedford Road, Route 62, Routes 4/225 and Route 128/I-95. It is assumed the 2022 ESPR will include the same intersections that were counted for the 2017 ESPR within the traffic analysis Study Area. The 2022 ESPR will identify and evaluate those Study Area intersections for which Hanscom Field traffic contributes 10 percent or more to the existing traffic volumes on each intersection approach. The 2022 ESPR will also use this methodology to evaluate the Study Area intersections for the forecast activity levels and years.

Analyses conducted in support of the 2017 ESPR and other available information indicate that Hanscom Field currently does not have a sufficient commuting population to support a Transportation Management Association (TMA). The potential for developing partnerships with abutters and area businesses to facilitate a regional Transportation Demand Management (TDM) approach will be discussed in the ESPR. Other special topics will address recent studies and issues raised in previous ESPR Certificates, as well as reviewers' comments, and will:

- Report available information from the Authority's survey of Hanscom Field employees.
- Describe TDM strategies including potential for participation in a TMA.
- Review, summarize and analyze, as necessary, existing metropolitan transportation documents and report as to how they relate to Hanscom Field access.

VII. Noise

The Noise chapter of the ESPR will report current conditions for the year 2022 and projections for the forecast activity levels and years using the following indicators:

- Total Noise Exposure (EXP) as calculated in accordance with FAA-prescribed standards for the Aviation Environmental Design Tool (AEDT) and past practice at Hanscom Field
- Day-Night Average Sound Level (DNL) contours
- Time-Above (TA) contours for the given thresholds

All noise contour levels will be computed using the latest version of the AEDT. The DNL levels depicted will be based on accepted EPA and FAA guidelines. Changes in the noise environment for both DNL and TA will be based on local land use information and data from the 2020 U.S. Census. An evaluation of sound exposure levels (SELs) for each period will be documented and discussed. The ESPR will present the noise data from the six permanent monitoring stations at Hanscom Field including minimum, maximum and average daily DNL values. Noise sensitive sites within the study area will be identified and DNL values will be provided for each site. DNL and TA results will also be provided for identified sites within MMNP. Special topics will address recent studies, and issues raised in previous ESPR Certificates, reviewers' comments, and will include, in consultation with the Authority:

- A report on the Fly Friendly program at Hanscom Field.
- An update on the noise monitoring and aircraft tracking systems.

VIII. Air Quality

The Air Quality chapter of the 2022 ESPR will be responsive to state policy updates and will report on current conditions for the year 2022, industry updates on airport-related greenhouse gases (GHGs), and projections for the forecast activity levels and years using the following indicators:

- Emissions Inventory for:
 - Carbon Monoxide (CO)
 - Oxides of Nitrogen (NO_x)
 - Volatile Organic Compounds (VOCs)
 - Particulate matter (PM₁₀) and (PM_{2.5})
 - Greenhouse Gases
- Available monitoring results for:
 - Ozone Precursors
 - Nitrogen Dioxide (NO₂)

IX. Wetlands/Wildlife/Water Resources

The ESPR will include the most recent wetlands delineation and the identified vernal pools. The ESPR will report wildlife habitat mapping using available information, including the 15th Edition of the Natural Heritage Atlas, from Massachusetts Natural Heritage and Endangered Species Program (NHESP). The Wetlands/Wildlife/Water Resources chapter will provide an update on the status of the Authority's Vegetation Management Plan at Hanscom Field. It will also report on the 2021 Hanscom Field Grassland Management Plan update and all associated monitoring and maintenance.

The ESPR will report on any incremental changes to the Hanscom Field storm water management system and to the Storm Water Pollution Prevention Plan (SWPPP). The ESPR will report on the water quality monitoring program at the Shawsheen River. The ESPR will provide any available public information on the National Pollutant Discharge Elimination System (NPDES) permit, and the SWPPP. Reporting indicators for water quality improvement will include NPDES Permit monitoring results. The Wetlands/Wildlife/Water Resources chapter will also report on the deicing monitoring program. The scope of the ESPR will also include an outline of measures to minimize releases of per- and polyfluoroalkyl substances (PFAS) and to detect, manage, and remediate PFAS contamination.

The ESPR will identify, but not quantify, the kinds of direct impacts expected from future development scenarios to wetlands, vernal pools, rare species/habitat, and water quality.

X. Cultural and Historical Resources and Environmental Justice

The 2022 ESPR will review and update the extensive data on historic and archeological resources completed as part of the 2017 Hanscom Field ESPR. The most current version of the State Register of Historic Places and the files of the Massachusetts Historical Commission will be reviewed, as will available planning studies conducted within or adjacent to Hanscom Field. This information will be compared to the 2017 ESPR and updated where appropriate for the

2022 ESPR. The ESPR will also consider new MEPA requirements related to Environmental Justice public involvement and impact analysis.

XI. Sustainable Development

The Sustainable Development chapter of the ESPR will report on the development of the Authority's Sustainable Development Program. This chapter will include a discussion of the following:

- Summary of existing sustainable practices currently maintained by the Authority at Hanscom Field
- Overview of Massport's Climate Action/Net Zero planning and how Hanscom Field is integrated into that Authority-wide planning
- Report on recycling policy and efforts
- Report on toxic waste reduction at the airport
- Opportunities for additional sustainable development practices

XII. MEPA Documentation

This section will include a copy of the Secretary's 2019 Certificate on the 2017 Hanscom Field ESPR, a copy of the Secretary's Certificate on the scope for the 2022 ESPR, a reviewers list and a glossary of terms.

Supporting technical appendices will be included in the report as necessary. The ESPR will respond to comments on the Proposed Scope in a topical format.

List of Reviewers

Federal

The Honorable Elizabeth Warren
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15 New Sudbury Street
Boston, MA 02203

The Honorable Edward J. Markey
Attn: Katherine Morfill
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The Honorable Katherine Clark
Attn: Kelsey Perkins
U.S. House of Representatives
157 Pleasant Street, Suite 4
Malden, MA 02148

The Honorable Ayanna Pressley
Attn: Eric White
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1295 River Street
Hyde Park, MA 02136

The Honorable Lori Trahan
Attn: Alexander Eliassen
U.S. House of Representatives
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The Honorable Seth Moulton
Attn: Rick Jakious
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Gay Vietzke, Regional Director
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Proposed Scope 2022 L.G. Hanscom Field Environmental Status & Planning Report

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The Honorable Cindy F. Friedman
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The Honorable Carmine Gentile
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The Honorable Thomas M. Stanley
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Proposed Scope 2022 L.G. Hanscom Field Environmental Status & Planning Report

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MassDOT, Aeronautics Division
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Massachusetts Historical Commission
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Massachusetts Department Agricultural Resources
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Local

Bedford

Bedford Public Library
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Proposed Scope 2022 L.G. Hanscom Field Environmental Status & Planning Report

Sarah Stanton, Town Manager
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Proposed Scope 2022 L.G. Hanscom Field Environmental Status & Planning Report

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Proposed Scope 2022 L.G. Hanscom Field Environmental Status & Planning Report

Lincoln

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Proposed Scope 2022 L.G. Hanscom Field Environmental Status & Planning Report

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